



2001 Oldsmobile Aurora Ignition

by Michael Hyde & Alan Morgan



1. There was no 2000 model for the Aurora as it was being redesigned from the ground up for the 2001 model year. This car has locks made by the Japanese lock company called "ORTEC" and uses standard GM 10-cut space & depths. The tumblers used in the

lock are different than those used in Strattec locks. At first look, there seemed to be no problem, it was just an In-Dash GM 10-Cut lock.



2. Okay, here's the problem, this car is equipped with a transponder system and the ignition lock has an induction coil antenna and a illumination ring mounted on it. The cut out in the dash is not big enough to remove the ignition lock cylinder with the electronics that are mounted on it. So it is necessary to remove part of the dash just to get to the ignition lock out. But before you do anything you must disconnect the battery. Where is the battery? Guess what, it's under the back seat; yes you must remove the back seat to disconnect the battery. If you do not disconnect the battery, a "Theft System" fault will be detected by the cars computer and will have to be reset at the dealer.

Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com

Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com

Product & Technology Sales,
Transponder Information Resources



3. Open the Glove Box door and look to your left, there is a dash panel bolt that must be removed.



4. On the drivers side of the dash is the fuse panel. There is a little door that opens up.





5. Unsnap the fuse panel door and remove it.



6. There is a dash panel bolt that must be removed.

7. There is a small storage compartment on the left side of the lower dash, flip it open and remove it.



8. There are snap fasteners that hold the top section of the lower dash panel in place. Unsnap the top section.





9. The bottom section of the lower dash panel is hinged, unhinge it and remove the dash panel.



10. Remove the bolt for the upper dash panel that is located under the ignition lock.



11. Remove the bolt for the upper dash panel that is on the left side located under the driver's air vent.

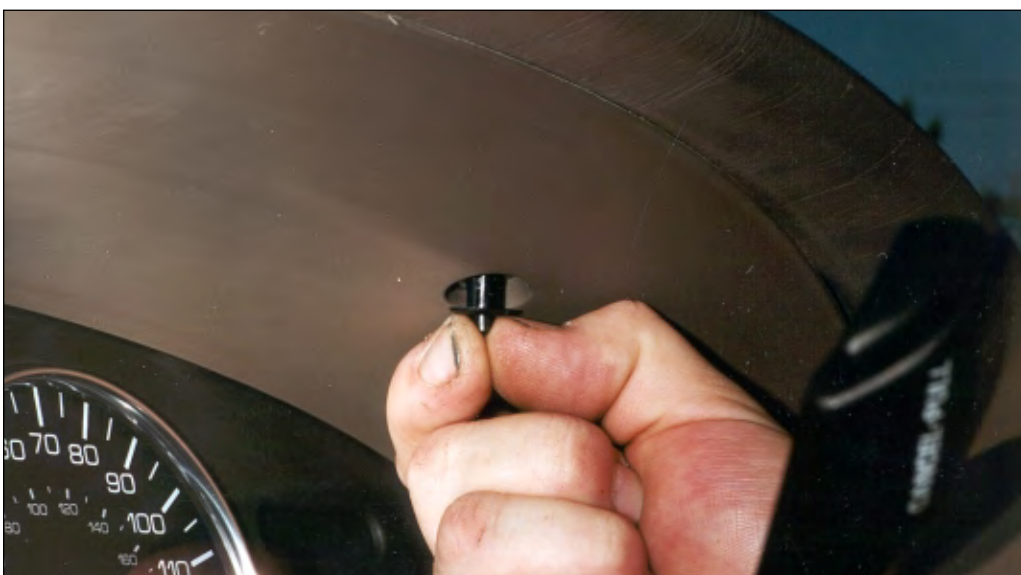


12. The left side of the driver's side of the dash panel has an air vent. The air vent must be unsnapped and removed. Unsnap it from the top and disconnect the wires connected to it.





13. Inside the vent cavity is another dash panel bolt that must be removed.



14. There is a plastic trim cover over the instrument cover that has 2 plastic fasteners holding it in place. Gently push in on the center pin in the fasteners and then you can pull them out.

15. Behind the plastic trim cover over the instrument cluster is a dash panel bolt that must be removed on the right side.



16. There is a plastic trim cover around the radio that must be removed. You can unsnap it from the dash starting at the top and working your way downward. There is a vent that is also attached to the trim.





17. Remove the dash panel bolt on the right side of the temperature control unit.



18. Remove the other dash panel bolt on the upper right side of the Message Display unit, next to the vent opening.

19. Next, remove the plastic bezel around the ignition lock.



20. Now that all the dash panel bolts that were holding the dash trim in place should be removed. Using two hands gently and firmly pull the dash panel off. Be careful to disconnect any wiring attached to the dash panel.



21. After you have removed the dash panel you can see how large of an area it covers the dashboard.



22. Well you probably won't believe this, but you are not done. There's more to dismantle because you can't get to the active retainer to depress it, without more dismantling.

23. The radio and heater control unit must be removed to gain access to the ignition lock retainer.



24. The radio will pull straight out; four metal spring clips hold it in, two on each side.



25. There are four black plastic clips that hold in the heater control unit. Squeeze the plastic clips together individually to release the heater control unit.

26. Now that you have removed the Fuse Door, Lower Drivers Dash Panel, Drivers Side Vent, Center Dash Upper Trim, Instrument Cluster Trim, Main Dash Panel, Radio, and Heater Control Unit, you can get to the ignition lock retainer. Reach in where the radio use to be to gain access to the side of the ignition lock and depress the retainer. This lock has an active retainer meaning you need a working key turned to the On position.





27. Here's the ignition lock removed from car with the illumination ring and transponder coil antenna.



28. As we turn the ignition lock on it's side we see the PASS-KEY® III module attach to the cylinder housing.



29. The PASS-KEY® III module can unsnap and slide off to be removed.

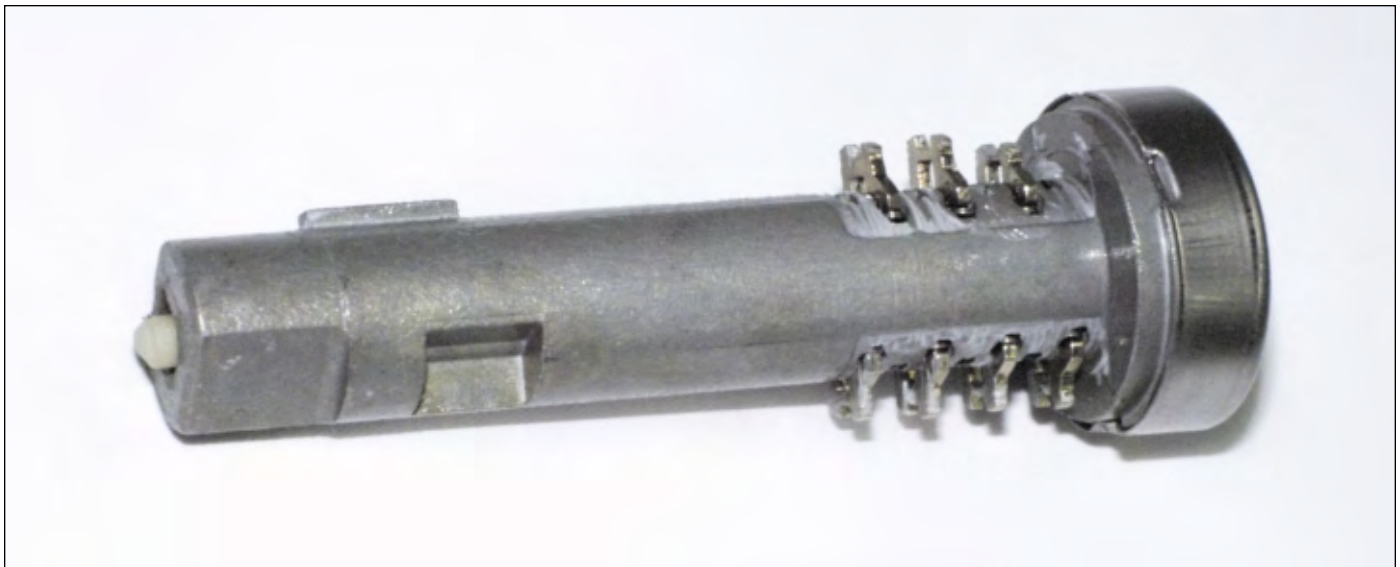


30. The next thing to do is remove the clear plastic illumination ring.



31. To remove the cylinder plug you will need a working key or pick the lock. There is a detent pin on the rear side of the lock that must be depressed. Rotate the plug until it lines up with the ward in the cylinder and then you can slide out the cylinder plug.

32. When you slide out the cylinder plug watch out for the detent pin to fly out and either get lost or hit you in the eye.



33. There are seven tumblers in the ignition lock cylinder plug. More important is that there is no sidebar in this lock, that's right no sidebar.



34. The ignition tumblers are the same as the door and trunk tumblers. There are 4 depths.



36. Auto Security Products makes a real nice keying for this car, it's part number is A-41-104.



35. Since this car has an active transponder system you will need a transponder key. The factory key has an "PK3" stamped on the blade. The aftermarket replacement blank is an ILCO B99-PT or a JET B99-PHT. If you want to clone these with a cloning machine you would need ILCO B99-PT5 or a JET B99-N-PHT. Never try to use a cloning key blank to do any On-Board programming.

PROGRAMMING INSTRUCTIONS FOR TRANSPONDER KEY

(No other working key for the car is available. This method will erase all other programmed keys.)

- 1. Put the newly cut Master key into the keyway and turn it to the "ON" (RUN) position. A "Security" indicator light on the dashboard will light or flash for 10 minutes. (Do not use a Valet key for procedure, it will not work).**
- 2. Within 1 minute after the indicator light goes out, turn the ignition to "OFF", (DO NOT REMOVE THE KEY) and then turn the key to the "ON" (RUN) position. The indicator light will light or flash for another 10 minutes.**
- 3. Within 1 minute after the indicator light goes out, turn the ignition to "OFF", (DO NOT REMOVE THE KEY) and then turn the key to the "ON" (RUN) position. The indicator light will light or flash for another 10 minutes. When the light stops flashing for the third time, the new key is programmed into the computer and will start the car. All previously stored codes will be erased.**

FOR CARS WHERE YOU WANT TO JUST CREATE A SPARE KEY (A total of 10 keys is allowed)

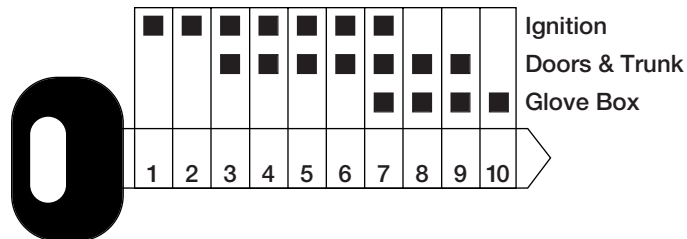
- 1. Place an already programmed Master key in the keyway. Cycle the ignition from the "OFF" position to the "ON" (RUN) and wait until the "Security" light is not lit, then turn the key to the "OFF" position and remove it.**
- 2. Within 10 seconds, insert the new properly cut Transponder key in the ignition. Turn the key to "ON" (RUN). The "Security" indicator light will go on and off. Turn the key "OFF". The key will now start the car.**
- 3. Repeat the steps 1 & 2 for each new key to be programmed.**

CODE SERIES: ORTEC O001-O2000 (GM 10-Cut)

SPACING FROM TIP										Tip	Cut to Cut: .092	DEPTHS	
Bow	1	2	3	4	5	6	7	8	9	10		1	.315
	1.034	.942	.850	.757	.665	.573	.481	.389	.297	.205		2	.290
FRAMON SPACING										Tip		3	.265
Bow	1	2	3	4	5	6	7	8	9	10		4	.240
	.216	.308	.400	.493	.585	.677	.769	.861	.953	1.045			

Key Blanks:	ILCO: B99-PT		JET: B99-PHT	
Reed Codes:	N/A		HPC 1200 CM	CF215
Curtis Clipper:	Cam GM6	Carriage GM6A	ITL MFG:	519
Pak-A-Punch	PAK-G1		M.A.C.S.:	2

NOTES: FRAMON—Lay tip stop clip flat against left side of vise, then tip stop key against clip. Set first cut at .216



NLAA
1533 Burgundy Parkway
Streamwood, Illinois 60107

BULK RATE
U.S. POSTAGE
PAID
DAYTONA BEACH, FL
PERMIT NO. 447